

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 07/09/1990

ANC90LA001		10/01/1989		KING SALMON, AK		Aircraft Reg No. N9382F		Time (Local): 17:47 ADT	
File No. 1087									
Make/Model: CESSNA / 208						Fatal		Serious	
Engine Make/Model: P&W / PT6A-114						Crew		Minor/None	
Aircraft Damage: Substantial						0		0	
Number of Engines: 1						Pass		1	
Operating Certificate(s): Commuter Air Carrier; On-demand Air Taxi						0		0	
Name of Carrier: MARK AIR EXPRESS								2	
Type of Flight Operation: Non-scheduled; Domestic; Passenger Only									
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter									
Last Depart. Point: Same as Accident/Incident Location						Condition of Light: Day			
Destination: KING SALMON , AK						Weather Info Src: Pilot			
Airport Proximity: Off Airport/Airstrip						Basic Weather: Visual Conditions			
						Lowest Ceiling: None			
						Visibility: 100.00 SM			
						Wind Dir/Speed: Variable / 015 Kts			
						Temperature (°C): 7			
						Obstr to Vision: None			
						Precipitation: None			
Pilot-in-Command		Age: 35				Flight Time (Hours)			
Certificate(s)/Rating(s)						Total All Aircraft: 3020			
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea; Helicopter						Last 90 Days: 210			
Instrument Ratings						Total Make/Model: 310			
Airplane						Total Instrument Time: 160			

THE AIR TAXI PILOT WAS ATTEMPTING TO TRANSPORT A HUNTING PARTY FROM A SMALL LAKE WHICH HE HAD NOT LANDED ON BEFORE. HE REPORTED THAT IT WAS HIS LAST FLIGHT OF A VERY BUSY FLYING DAY, AND THAT THE HUNTERS WERE ALREADY A DAY LATE IN BEING PICKED UP DUE TO THE WEATHER. HE SAID THAT WHILE HE WAS LANDING AND LOADING HIS PASSENGERS, THE WIND SHIFTED. HE WAS UNAWARE OF THE WIND SHIFT. THE WIND WAS BLOWING OVER A SMALL HILL BESIDE THE LAKE THAT CREATED A DOWNDRAFT. ACCORDING TO THE PILOT, WHEN THE AIRPLANE BECAME AIRBORNE, THE TAKEOFF WAS DELAYED DUE TO THE WINDSHIFT AND DOWNDRAFT, AND THE AIRPLANE WAS UNABLE TO GAIN SUFFICIENT ALTITUDE TO CLEAR THE FAR SHORE.

Brief of Accident (Continued)

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10/01/1989

KING SALMON, AK

Aircraft Reg No. N9382F

Time (Local): 17:47 ADT

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (F) WEATHER CONDITION - DOWNDRAFT
4. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

IMPROPER PLANNING/DECISION BY THE PILOT. CONTRIBUTING FACTORS WERE: THE SURROUNDING TERRAIN, UNFAVORABLE WIND, DOWNDRAFT, THE PILOT'S LACK OF FAMILIARITY WITH THE GEOGRAPHICAL AREA, AND HIS SELF INDUCED PRESSURE.